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But the author has not discovered how useless the literature of the Draper-Martin controversy (p. 180) has been shown to be by Kilpatrick. The book is well printed, has been carefully proof-read, and has an excellent index.

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An Industrial History of the American People. By J. R. H. MOORE.
New York: Macmillan, 1913. Pp. xiii+495. \$1.25. Accompanied by a Teacher's Manual, pp. 32.

Mr. Moore's book is more elementary than Miss Coman's, being intended for high schools only. It contains a much smaller amount of industrial fact, partly owing to selection, and partly to reasons which will be noted below. The first impression that the book gives is of immaturity. This is difficult to illustrate briefly, but is suggested by such generalizations as: "[Louis XIV] succeeded only in injuring France, with the result that France today is one of the most backward of civilized nations" (p. 88); "It seems as though some mysterious natural law impelled all the colonies alike to raise or produce the things best suited to the soil and climate of their locality" (p. 145); "That mysterious provision of nature that sends large families to settlers in new countries" (p. 160); "Another curious custom among cotton planters had to do with the market price of slaves. This price was commonly regulated by the price of slaves in the region where the demand was greatest" (p. 302).

The book is not a history in the sense of an exposition of a development, but a series of chapter essays on Fisheries, Lumber, Fur Trade, Domestic Problem, Agriculture, Commerce and Money Matters in Colonial Days, Colonial Government, City Problem in the United States, Agriculture in the Nineteenth Century, the Money Question, Manufacturing in the Nineteenth Century, Transportation in the Nineteenth Century. Although there is some chronological progression, the first chapter ends with 1912, the last begins with the first landing of the English. The colonial period is given too large a share of attention—242 pages out of 491. Mr. Moore does not seem to have a clear conception of what constitutes industrial history, and much extraneous information is given; for instance, chap. viii, pp. 209 to 255, on "Colonial Government," had much better have been omitted with practically all it contains.

More serious than the inclusions, are the omissions, of which only a few can be cited. Mr. Moore almost entirely fails to grasp any vital connection between geography and industry; he does not discuss the mining industry, or labor unions, he fails utterly to give any conception of the progress of agriculture in the United States. In greater particularity, in connection with fishing, he does not mention the trade with Spain, whaling, the growth of the internal demand for fish, reciprocity with Canada; in the chapter on lumber he entirely omits the period between 1704 and the conservation movement;

in the chapters on finance he does not refer to the debt and mortgage side of the problem.

Mr. Moore's point of view is what ten years ago might have been described as conventional. He is anti-English, anti-southern, and non-western. The descriptions of England are almost fantastic, the industrial history of the South since the War is given in a single paragraph (pp. 342-43), which does not mention the share system, the crop lien, or manufacturing; the only feature of the land system discussed is the homestead law.

Positive errors are not so much in evidence as loose statements. Probably Mr. Moore does not mean that the treaty of Ghent did away with the fishing clauses of that of 1783, although he seems to say so (p. 30); he can scarcely believe that illegal colonial trade exceeded the legal (p. 196), or that the assets of the government in 1789 included "about twenty-five million dollars in debts" (p. 354), or that nine-tenths of the wealth of the South consisted of slaves (p. 318). On p. 183 he should have explained that "Englishmen" in the navigation acts included colonists. The index is inadequate.

The book makes it evident that Mr. Moore is a brilliant and suggestive teacher, and it is upon this fact that its merits rest. While few industrial problems are grouped in their fundamental aspects, those phases of them which are presented, consisting chiefly of the questions arising when industrial facts have become the subject of political discussion, are clearly and interestingly treated. The ordinary high-school student would undoubtedly gain from the book, properly taught, definite views of a number of important and difficult questions, particularly those of banking and currency, and the tariff.

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Youth and The Race. A Study in the Psychology of Adolescence. By EDGAR JAMES SWIFT. New York: Scribner, 1912. Pp. x+342.

This book presents in popular, readable style numerous illustrations of typical experiences of adolescent boys and girls. It shows how the training and discipline of the school should utilize the instinctive forces of child nature. It contains many protests against, almost condemnations of, tradition and conventionality in education. It will be a helpful and stimulating book to teachers and students of educational problems.

Chap. i, "The Spirit of Adventure," cites examples of boys, and also of girls, breaking away from home and school to satisfy their desire for adventure. This craving should be utilized in legitimate and educative ways "without encouraging reversion to the primitive, ancestral type."

Chap. ii, "The Ways of Youth," gives an extensive discussion and numerous illustrations of successful pupil-government. It shows the beneficial effect of discipline upon the reduction of tardiness, absences, and truancy. Pupil-government is organized on the same plan as a city government with a mayor,